

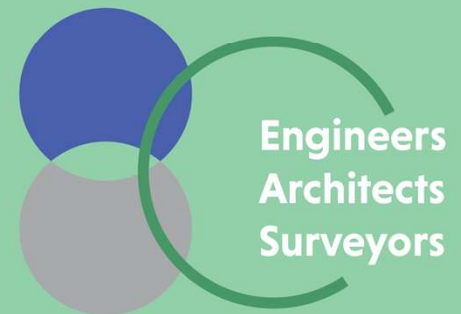


Illinois 75 Corridor Study Public Information Meeting #2

Nature at the Confluence

South Beloit, Illinois

January 31, 2023



Presentation Agenda



Introductions



Project Recap



Project Tasks



Existing Conditions
Evaluation




Alternatives
Discussion



Project
Schedule

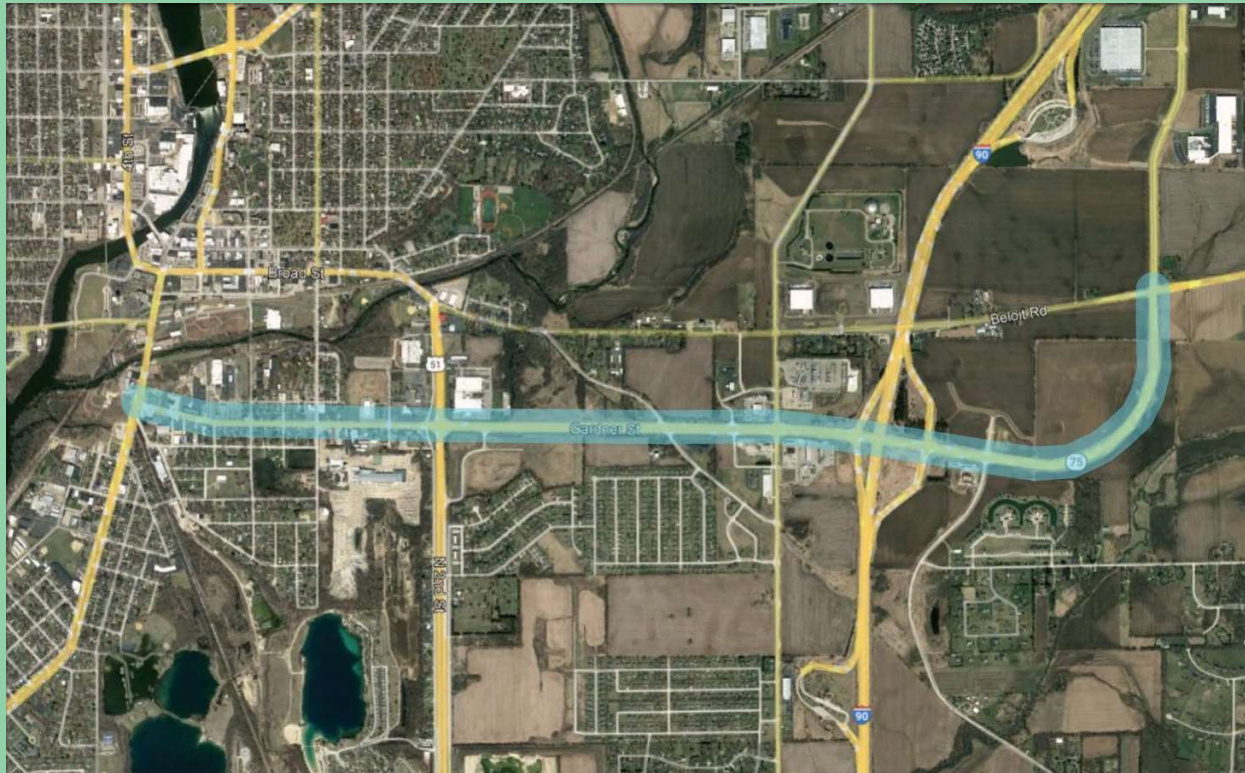
Introductions



**T.J. Nee (Stateline Area
Transportation Study, SLATS MPO)**
Project Manager

Lee Gibbs (CBS Squared)
Consultant Project Manager

Project Recap



Engineers • Architects • Surveyors



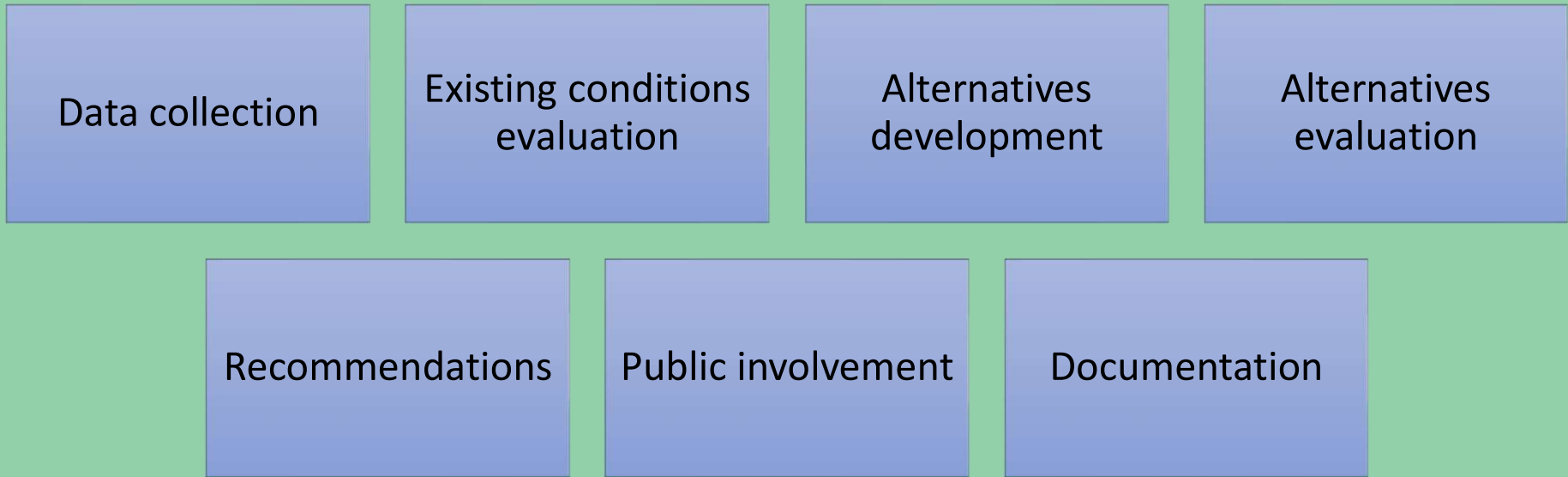
Project Recap

- Project Goals
 - Evaluation of traffic operations, traffic safety, access, and multimodal accommodations for IL 75 (Gardner Street) corridor
 - Recommend improvements to the roadway and intersections to optimize safety and mobility while balancing access and multimodal needs



There is no construction project associated with the results and recommendations determined in this study.

Project Tasks



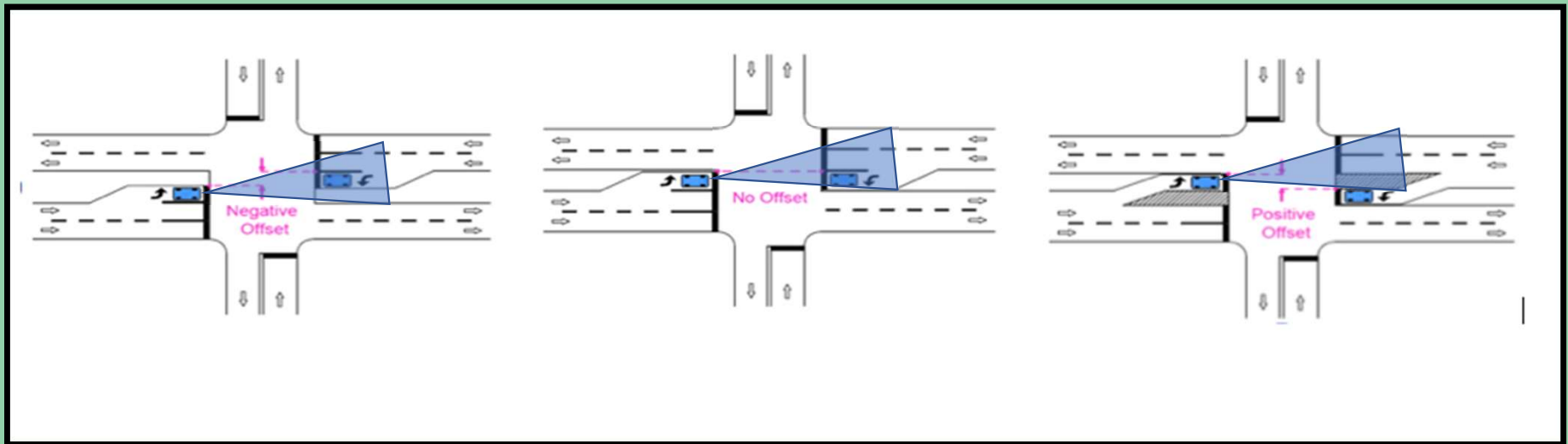
Existing Conditions Evaluation

- Main findings
 - Urban undivided 4-lane cross-section of IL 75 may restrict roadway capacity as volumes increase and access density remains high
 - Inside through lanes act as left-turn lanes
 - Lack of safe, comfortable bike/ped crossings along IL 75
 - Most crossings are not ADA compliant
 - Lack of truck mobility, especially near I-39/90
 - Several intersections have existing geometric deficiencies, creating safety concerns
 - Future-year traffic growth will create operational deficiencies at several intersections



Existing Conditions Evaluation

Seek to improve left-turn offset at intersections



Alternatives Discussion

- Developed to balance the needs of mobility, safety, access, and multimodal accommodations along IL 75
 - Based on existing and future-year traffic operations analysis, traffic safety, long-range plans, and project study goals

Alternative serves a purpose

Alternatives are concept-level detail only and not definitive or binding

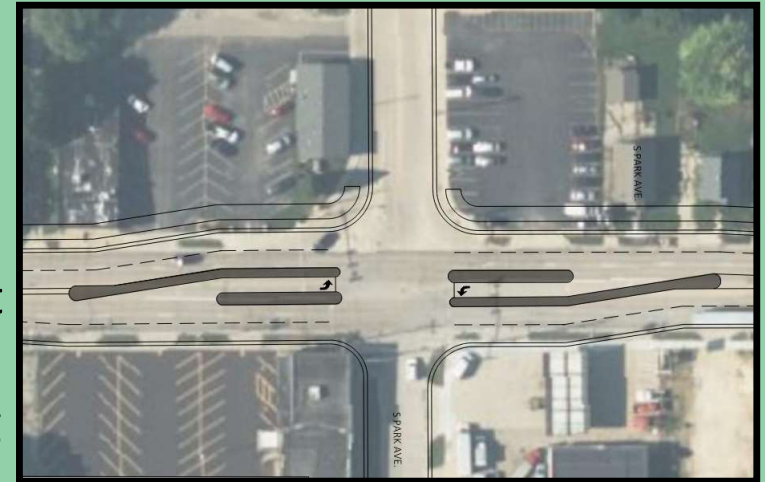
Alternatives Discussion

- IL 75 (IL 2 to US 51)
 - Concern: existing 4-lane undivided cross-section increases rear-end / sideswipe crash probability and can limit roadway capacity
 - Alternative: convert roadway to provide a 3-lane cross-section with two-way left-turn lane (TWLTL) and provide a multi-use path
 - Advantage: left-turning vehicles are protected, enhanced multi-modal accommodations provided within roadway cross-section and right of way
 - Disadvantage: wide travel and TWLTL lanes; loss of trees/vegetation for path



Alternatives Discussion

- IL 75 and Park Avenue intersection
 - Concern: negative left-turn offset for IL 75 left-turn lanes
 - Alternative: widen IL 75 approaches to provide positive left-turn offset
 - Advantage: provides positive left-turn offset for better visibility, improving safety
 - Disadvantage: right of way acquisition along IL 75



Alternatives Discussion

- IL 75 and Dearborn Avenue intersection
 - Concern: skewed and closely-spaced to US 51 intersection can create driver expectancy and safety concerns
 - Alternative: restrict access on Dearborn Avenue to right-in, right-out only
 - Advantage: removes left-turns and through movements to and from Dearborn (improved operations and safety) while maintaining access to Dearborn
 - Disadvantage: intersection remains very close to US 51 intersection; weaving issues for NBR and WBR movements



Alternatives Discussion

- IL 75 and Dearborn Avenue intersection
 - Concern: skewed and closely-spaced to US 51 intersection can create driver expectancy and safety concerns
 - Alternative: eliminate Dearborn intersection and utilize existing Carpenter Street and Clark Street intersections
 - Advantage: eliminates existing Dearborn intersection near US 51 and utilizes existing roadways for traffic flow
 - Disadvantage: nearby access to IL 75 removed for parcels along existing Dearborn



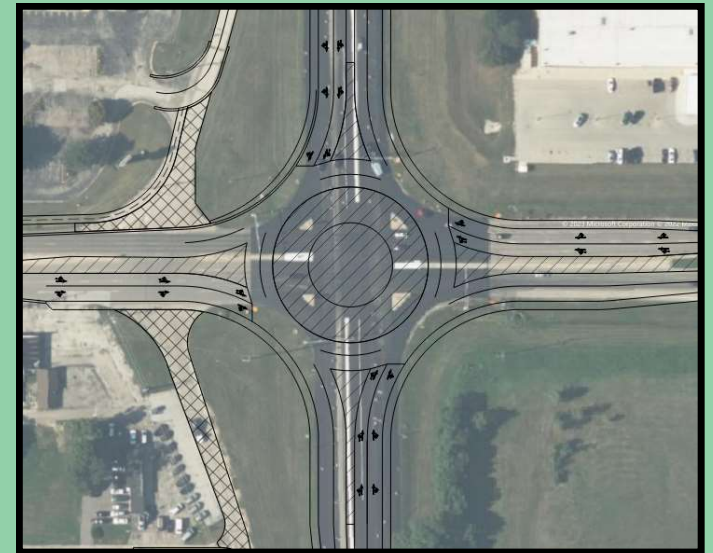
Alternatives Discussion

- IL 75 and US 51 intersection
 - Concern: existing negative/zero offset can increase angle crash probability as left-turning vehicles obstruct vision at the intersection (21 of 33 crashes were left-turning vehicles being struck)
 - Alternative: build positive left-turn offset
 - Advantage: provides positive left-turn offset, improving safety
 - Disadvantage: right of way acquisition; Access to Dearborn is removed



Alternatives Discussion

- IL 75 and US 51 intersection
 - Concern: existing negative/zero offset can increase angle crash probability as left-turning vehicles obstruct vision at the intersection (21 of 33 crashes were left-turning vehicles being struck)
 - Alternative: upgrade to roundabout
 - Advantage: eliminates left-turn vision concern; reduces crash severity at intersection, reinforces posted speed limit along IL 75
 - Disadvantage: right of way acquisition; Access to Dearborn is removed



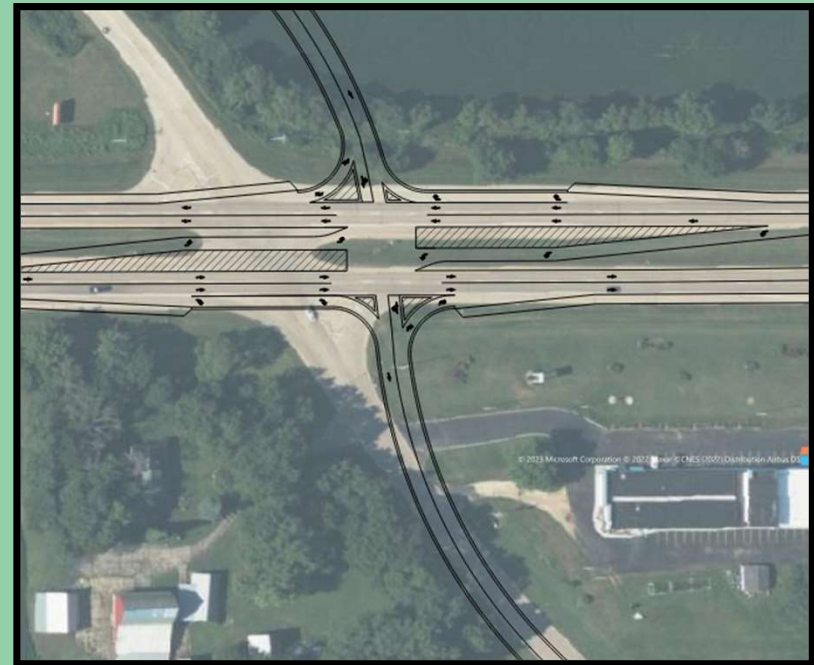
Alternatives Discussion

- IL 75 and Manchester Road intersection
 - Concern: skewed intersection can be difficult for motorists on side-street to properly view IL 75 traffic (8 angle crashes involving NB/SB traffic vs. EB/WB traffic)
 - Alternative: restrict access to left-in, right-in, right-out access only
 - Advantage: eliminates left-turn vision concern; reduces conflict points along high-speed IL 75;
 - Disadvantage: restricted access along Manchester



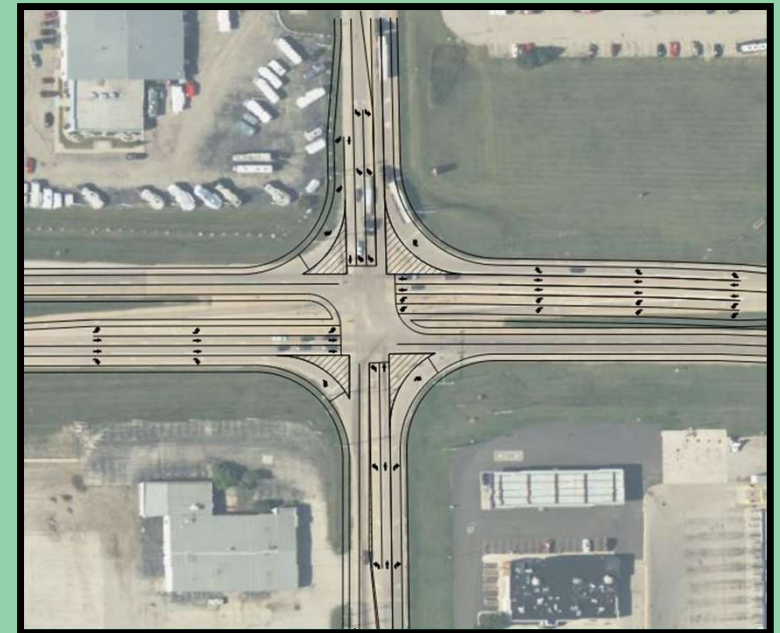
Alternatives Discussion

- IL 75 and Manchester Road intersection
 - Concern: skewed intersection can be difficult for motorists on side-street to properly view IL 75 traffic (8 angle crashes involving NB/SB traffic vs. EB/WB traffic)
 - Alternative: realign Manchester Road to provide standard 90-degree approaches
 - Advantage: eliminates skewed approaches; can accommodate intersection control upgrades, if needed
 - Disadvantage: right of way acquisition; full access intersection remains



Alternatives Discussion

- IL 75 and Willowbrook Road intersection
 - Concern: future-year traffic operations concerns due to increased traffic volumes; inefficient truck progression
 - Alternative: provide dual left-turn lanes for southbound and westbound approaches
 - Advantage: increases traffic flow and storage for affected movements, improving overall traffic flow at intersection
 - Disadvantage: right of way acquisition along Willowbrook Road



Alternatives Discussion

- IL 75 and Willowbrook Road intersection
 - Concern: future-year traffic operations concerns due to increased traffic volumes; inefficient truck progression
 - Alternative: upgrade intersection control to a roundabout
 - Advantage: increases traffic flow through intersection; reduces crash severity
 - Disadvantage: right of way acquisition along IL 75 and Willowbrook Road



Other Improvements for Consideration

- Improve IL 75 / Park intersection for bike/ped accommodations
- Consider access management strategies as parcels are developed/redeveloped along IL 75 from IL 2 to US 51
- Review traffic signal equipment, placement, and timing for improved visibility and clarity for motorists
- Provide an off-road multi-use path connecting US 51 to WIS 67



Other Improvements for Consideration

- Preserve right of way along IL 75 for potential long-term growth near I-39/90
- Preserve access control along IL 75 from US 51 to WIS 67
- Preserve access control along Willowbrook Road near IL 75



Project Schedule

Fall 2022 / Winter 2023

- Alternatives development

Fall 2022 / Winter 2023

- Alternatives evaluation

February 2023

- Recommendations

Throughout Project

- Public involvement

Feb/Mar 2023

- Documentation

Thank You

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